

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY MAIL DAY.)
Contains the Week's News of Hongkong and the Far East.
Price (including Postage) to any part of the world \$15 per annum.

The China Mail.

ESTABLISHED 1845

AGENTS
OF THE OVERLAND CHINA MAIL
may be made to any agents of the following ports—
Canton, Fuzhou, Hankow, Shanghai, Hongkong, Peking, Tientsin, Yokohama, Kobe, and others.
A. S. WATSON & CO. LTD.

No. 16,408.

號九月二十年五十五百九千壹

SONGKONG, THURSDAY, DECEMBER 9, 1915.

卯乙大歲年四國民華中

PRICE, \$3.00 Per Month.


A. S. WATSON & CO. LTD.
Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for—
W. & A. GILBEY'S
WINE & SPIRITS.
JOHN DEWAR & SON'S
SCOTCH WHISKY.
JOHN JEFFREY & CO'S
PILSENER BEER.

BUSINESS NOTICES.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
BOILERMAKERS, BLACKSMITHS and FOUNDERS
REPAIRS OF EVERY DESCRIPTION.
SOLE AGENTS **KELVIN MOTORS.**
STEAM LAUNCH FOR SALE.

BUSINESS NOTICES.
THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.
TAIKOO DOCKYARD, HONGKONG.
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
GRAVING DOCK 737' x 88' x 84'
Pumps empty Dock in 2-3 1/4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for floating ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.
AGENTS FOR—
JOHN L. THORNYCROFT & CO., LTD.
PETROL & KEROSENE MARINE MOTORS 7-12 to 100 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.
BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN AGENTS.
Telegraphic Address: TAIKOO DOCK. Telephone No. 212.

BUSINESS NOTICES.
GREEN ISLAND CEMENT CO., LD
Portland Cement
In Casks of 575 lbs. net
In Bags of 453 lbs. net

NOTICE.
ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

LOCAL SHOPPING.
"ANOTHER ROUND"

WATSON'S E LIQUEUR WHISKY
The Premier Scotch of the East.
A. S. WATSON & Co. Ltd.,
HONGKONG.

THE HONGKONG HOTEL
and
GRILL ROOM
J. B. TAGGART,
MANAGER.

Shewan, Tomes & Co.
GENERAL MANAGERS.
"A SCOUT IN FAIRYLAND"
"JOHN IN HONGKONG"
A Local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of the Prince of Wales' Fun.
ON SALE AT—
Messrs. Wm. Powell, Ltd.,
Messrs. Wiseman, Ltd.,
Messrs. Kelly and Walsh, Ltd.,
Messrs. Whiteaway, Laidlaw & Co., Ltd.
and The China Mail, Ltd.
PRICE ONE DOLLAR.

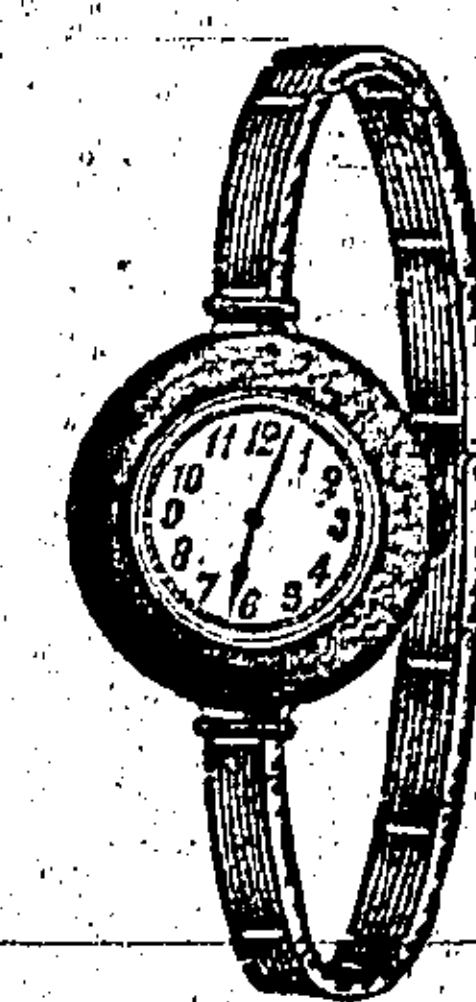
PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.
SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.15 p.m. Every 10 minutes.
5.15 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.10 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro order representing Bank Notes.
JOHN D. HUMPHREYS & SON
General Managers.

YOU CAN HIRE
AN
AUTO-PIANO
AT MODERATE TERMS WITH
A FREE SUPPLY OF ROLLS
IT IS THE IDEAL
MUSIC-MAKER FOR
XMAS
CALL IN AND HEAR
IT AT THE SOLE
AGENTS
ROBINSON'S.

THE HONGKONG HOTEL
and
GRILL ROOM
J. B. TAGGART,
MANAGER.
PEAK HOTEL
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
A Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Roof Garden.
Terms—From \$5 per day Mex.
Telegraph Add: "Peak-hotel."
P.O. PEUSTER.
Manager.

THE HONGKONG SECTION
OF
ROSENSTOCK'S DIRECTORY
and
COMMERCIAL GAZETTEER OF CHINA
for 1916 is now being compiled.
INFORMATION SHOULD BE SENT TO
P.O. Box 336, or Brewer & Co., SALES AGENTS.

PATELL & CO.
Exporters & Importers
General Merchants
and
Commission Agents,
HONGKONG, CANTON,
SHANGHAI AND
HANKOW.

J. ULLMANN & Co.
The French Jewellery House
WATCHES
JEWELLERY
DIAMONDS
EVERYTHING IN GOLD & SILVER
WARE
OUT GLASS & FANCY GOODS
The place for
USEFUL
CHRISTMAS PRESENT.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office, 43, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard, Sheen-Sai-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application.
WONG FING WA, Manager.
Hongkong, April 1, 1912.

GRAND HOTEL
A FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within the vicinity of all the principal Banks.
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping.
For further particulars apply—
Telephone 197.
Telegraphic Address: "COMFORT."
Manager.

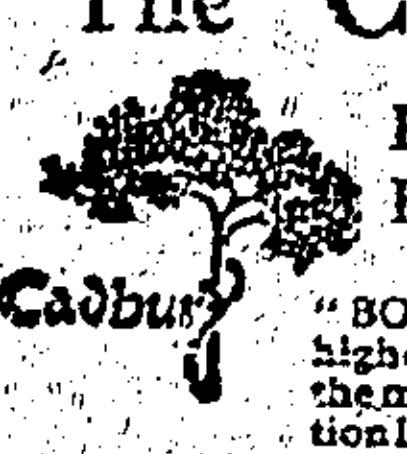
NORTH BRITISH & MERCANTILE INSURANCE CO.
IN WHICH ARE VESTED THE FRANCHISES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.
and
THE RAILWAY PASSENGERS ASSURANCE CO.
TOTAL FUND AS AT 31st DECEMBER, 1914, £23,970,367.
I—Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds £3,837,047
III—Life & Annuity Funds £7,697,500
Sinking Fund Account £28,230
£23,970,367
Revenue Fire Branch £2,381,466
Life and Annuity £2,141,593
Revenue Marine Department £37,239
Other Receipts £78,940
£3,639,238
The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.
SHEWAN, TOMES & CO.
Agents.

KING EDWARD HOTEL
Central Location.
ALL ELECTRIC TRAM PACE ENTRANCE, Electric Lifts, Taxis and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 373.
Telegraphic Address: "Victoria." FRANK L. COOKE, Manager.
LEE YEE'S
HAIR DRESSING SALOON.
Electric Facial Massage with Massage Cream, Perfume, etc.
By
EXPERIENCED HANDS
Novels, Magazines, Ladies' Fashion Books and Toilet Requisites.
12, D'Agular Street.
Hongkong, July 5, 1915.

CHRISTMAS FARE.
Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c. Pork Sausages (own made) Game Pies, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.
We Serve the Best Tiffin or Dinner in Hongkong for \$1.00.
Please Order Early from the

ALEXANDRA CAFE.
"MUMEYA."
"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.
PRICE 2.00 per 8 pcs. for Post Card.
No. 8, Queen's Road Central
TELE: No. 254.

FRENCH LESSONS
G. DEUSSON.
15, MORRISON HILL ROAD.

Bournville
The "COCOA de Luxe"
HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the highest grade of pure cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912.
CADBURY'S CHOCOLATES
In Tins and Fancy Boxes
Specially Packed for Export
FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.
Hongkong, Dec 17, 1900.

LOCAL SHOPPING.

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS.

ROSS'S BINOCULARS and TELESCOPES.

KELVIN'S NAUTICAL INSTRUMENTS.

BENSON'S ENGLISH WATCHES.

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.



COLUMBIA RECORDS

NEW TITLES JUST RECEIVED.

2533	How's Your Fish?	From Harry Tate, Miss Violet Louise, Jamieson Dods, John Hanning.
2534	The Modern American (By Hee)	From "FISH & GO"
2535	The New Young Nut	HENRI LEONI
2536	The Song That Reached My Heart	EDGAR COYLE
2537	The "Vacant" Chair	JOHN CLARKE
2538	The "Vacant" Chair	JOHN CLARKE
2539	The "Vacant" Chair	JOHN CLARKE
2540	The "Vacant" Chair	JOHN CLARKE
2541	The "Vacant" Chair	JOHN CLARKE
2542	The "Vacant" Chair	JOHN CLARKE
2543	The "Vacant" Chair	JOHN CLARKE
2544	The "Vacant" Chair	JOHN CLARKE
2545	The "Vacant" Chair	JOHN CLARKE
2546	The "Vacant" Chair	JOHN CLARKE
2547	The "Vacant" Chair	JOHN CLARKE
2548	The "Vacant" Chair	JOHN CLARKE
2549	The "Vacant" Chair	JOHN CLARKE
2550	The "Vacant" Chair	JOHN CLARKE
2551	The "Vacant" Chair	JOHN CLARKE
2552	The "Vacant" Chair	JOHN CLARKE
2553	The "Vacant" Chair	JOHN CLARKE
2554	The "Vacant" Chair	JOHN CLARKE
2555	The "Vacant" Chair	JOHN CLARKE
2556	The "Vacant" Chair	JOHN CLARKE
2557	The "Vacant" Chair	JOHN CLARKE
2558	The "Vacant" Chair	JOHN CLARKE
2559	The "Vacant" Chair	JOHN CLARKE
2560	The "Vacant" Chair	JOHN CLARKE
2561	The "Vacant" Chair	JOHN CLARKE
2562	The "Vacant" Chair	JOHN CLARKE
2563	The "Vacant" Chair	JOHN CLARKE
2564	The "Vacant" Chair	JOHN CLARKE
2565	The "Vacant" Chair	JOHN CLARKE
2566	The "Vacant" Chair	JOHN CLARKE
2567	The "Vacant" Chair	JOHN CLARKE
2568	The "Vacant" Chair	JOHN CLARKE
2569	The "Vacant" Chair	JOHN CLARKE
2570	The "Vacant" Chair	JOHN CLARKE
2571	The "Vacant" Chair	JOHN CLARKE
2572	The "Vacant" Chair	JOHN CLARKE
2573	The "Vacant" Chair	JOHN CLARKE
2574	The "Vacant" Chair	JOHN CLARKE
2575	The "Vacant" Chair	JOHN CLARKE
2576	The "Vacant" Chair	JOHN CLARKE
2577	The "Vacant" Chair	JOHN CLARKE
2578	The "Vacant" Chair	JOHN CLARKE
2579	The "Vacant" Chair	JOHN CLARKE
2580	The "Vacant" Chair	JOHN CLARKE
2581	The "Vacant" Chair	JOHN CLARKE
2582	The "Vacant" Chair	JOHN CLARKE
2583	The "Vacant" Chair	JOHN CLARKE
2584	The "Vacant" Chair	JOHN CLARKE
2585	The "Vacant" Chair	JOHN CLARKE
2586	The "Vacant" Chair	JOHN CLARKE
2587	The "Vacant" Chair	JOHN CLARKE
2588	The "Vacant" Chair	JOHN CLARKE
2589	The "Vacant" Chair	JOHN CLARKE
2590	The "Vacant" Chair	JOHN CLARKE
2591	The "Vacant" Chair	JOHN CLARKE
2592	The "Vacant" Chair	JOHN CLARKE
2593	The "Vacant" Chair	JOHN CLARKE
2594	The "Vacant" Chair	JOHN CLARKE
2595	The "Vacant" Chair	JOHN CLARKE
2596	The "Vacant" Chair	JOHN CLARKE
2597	The "Vacant" Chair	JOHN CLARKE
2598	The "Vacant" Chair	JOHN CLARKE
2599	The "Vacant" Chair	JOHN CLARKE
2600	The "Vacant" Chair	JOHN CLARKE

THE ANDERSON MUSIC CO., LTD.

6 Des Voeux Road. Telephone 1322.

M. MELACHRINO & CO.

EGYPTIAN CIGARETTES.

No. 4	pr	100	\$4-
No. 6	"	100	3-
No. 9	"	100	2.80
Radames	"	100	2.20

HONGKONG CIGAR STORE.

HOTEL MANSIONS.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	3 STRAND
1/2" to 1 1/2"	1/2" to 1 1/2"	1/2" to 1 1/2"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Phewen Jones & Co., General Managers.

Hongkong, April 11, 1912.

THE CHINA MAIL
COMBINED COLOURED

TYPHOON MAP & GUIDE

REVISED AND UP TO DATE

Shows tracks and daily progress of the big typhoons during the last twenty years.

Explains day and night typhoon signals, Enables one to locate the centre of a typhoon. Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents.

From the CHINA MAIL Office

INTIMATIONS



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-SIMA, OCHI, MUTABE, YOSHINOZAKI, KISHIMOTO, KATO, KANADA, NAKAMURA, SATO, SHINNEW AND KAMIMAYADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,

Wakamatsu, Otaru, Muroran,

Hakodate, Kobe, Osaka, Kure,

Tokyo, Yokohama, Nagoya,

Teurugu, Shanghai, Hongkong,

Hankow, Peking.

TEL. ADDRESSES for above:—IWASAKI.

Code:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macandray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A.R. Brown, McFarlane & Co. Ltd.

For particulars, apply to
K. KATO, Manager,
No. 2, Victoria Street,
Hongkong.

SILIMPOFON (SEBATTIK) COAL.

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOFON COAL, delivered to the wharves at SEBATTIK, or SANDARAN (British North Borneo).

SILIMPOFON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

SILIMPOFON COAL (either cargo or Bunkers) is exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 33 feet at low water spring tides.

Charts of Sebatik Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,

Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

DAIRY FARM NEWS.

YOU CAN ALWAYS GET FROM THE

THE BEST QUALITY

Local

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS AND HARES.

OUR FRESH MILK

AND OTHER DAIRY PRODUCTS

THE BEST IN THE EAST.

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIHA.

The first (1913) edition is already sold.

BIOGRAPHIES of over 5,000 people

who are well-known in society and of

several hundred foreigners associated with

Japan appear in the book. Quite new

materials and accurate sketches, both being

utterly free from prejudices.

Many portraits are inserted. The book

contains over 1,400 pages.

The price is yen 6 (12/6) or \$3 per copy.

Orders for the book should be accompanied

by payment.

Subscribers for the second annual edition

of "Who's Who in Japan" will be allowed

a reduction of one yen.

The registered postage is 18 sen, to Korea

and China 40 sen, and to Europe & America

70 sen or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world

noticed this work in the highest terms.

For example, The Daily Mail says:

"Yet another 'Who's Who' and this time

THE LITTLE GREEN TIN.

TIME OBVIOUS.

I'm a poor old back, and I live alone
In a little back room I call my own.
And life for me would be no joke
If I had not "Three Castles" Cigarettes to smoke.

CHORUS

Ha-ha-ha, you and me,
Little Green Tin, don't I love thee,
Ha-ha-ha, you and me,
Little Green Tin, don't I love thee.

(2)

When I go down to work each day
I've got to smoke upon my way,
I smoke the best in all the land
Which means Wills "Three Castles" brand.

(3)

I can't afford to smoke cigars,
My slender pay that habit bars,
But I'm as pleased, it's common sense,
With a little Green Tin at 20 cents.

(4)

Like Johnson, it has proved its worth:
It is the "Greatest Smoke On Earth."
Oh ainable from East to West
The "Three Castles" Cigarette is the best.

(5)

If I'd a tree that grew such fruit,
I'd pluck the foliage by the root,
Then lay me down with spirit light
And smoke "Magnams" all day and night.

CHORUS

Ha-ha-ha, you and me,
Little Green Tin, don't I love thee,
Ha-ha-ha, you and me,
Little Green Tin, don't I love thee.THE COMING OF THE
SUBMARINES.HOW THE "TRIUMPH" WAS
TORPEDOED AT THE
DARDANELLES.

By E. Ashmead-Bartlett.

It was on May 22nd the actual presence of submarines in the neighbourhood of the Dardanelles was proved beyond doubt. At this time I was living on the battleship Swiftsure, the flagship of Rear-Admiral Sir Stewart Nicholson.

At 1.30 p.m. the presence of a submarine was sighted from the destroyer and also from the battleship Prince George. The Prince George fired two rounds, which had the effect of making the submarine dive. The danger was imminent, as all the battleships, cruisers and transports were at anchor.

Immediately the destroyers dashed out to cover this mass of vessels, throwing up dense columns of black smoke. They hunted up and down the spot where she had first been sighted, endeavouring to ram her or to force her to rise and disclose her position.

As it lay in the open, the battleship and every transport in a position to do so weighed anchor and steamed away at full speed. That night all the vessels whose presence off the coast was not essential were ordered to various points for safety.

The Swiftsure remained at her old anchorage off Cape Helles, together with some of the older battleships, whilst the Canopus, Vengeance, and Albion patrolled the coast round the Australian positions at Gaba Tepe, but did not anchor.

The first fruits of submarine menace were seen on the following morning, when the battleship Albion went ashore south of Gaba Tepe in a local fog at four a.m. As soon as it became light the Turkish batteries opened up a tremendous bombardment on her, but, fortunately, they could not bring any heavy guns into play.

One of the Turkish battleships up the Straits, probably the Barbarossa, fired a few rounds of 11-inch without scoring a hit, and was herself driven away by one of our battleships.

When the light became clearer we on the Swiftsure could see the Albion lying close in, and the enemy's shrapnel bursting all around her. Amongst other vessels which went to her aid was the yacht Triad, which also came in for a heavy fire, and which hit several times.

CHANCES TO THE RESCUE.

This yacht, without any armour or protection, behaved with the greatest gallantry, as also did the destroyers, which were still about 4.30 a.m. The battleship Canopus, which has played such a gallant role all over the world in this war, stood in close to the Albion, got a wire hawser aboard, and attempted to tow her off under a very heavy fire; but the cable immediately snapped. Two other cables, however, were made fast, and the towing recommenced. The crew of the Albion were all ordered off; and made to jump on the quarter-deck to try to shift her bows off the sandbank; at the same time the Albion fired her main battery, which opened up a tremendous bombardment on the Turkish positions, to lighten the ship and try to shift her by the concussion of the guns. At about ten a.m., perseverance and the towing of the Canopus prevailed, and we had the great satisfaction of seeing the two vessels glide slowly into deep water, without either having suffered much harm. The Albion was hit over two hundred times by shrapnel and common shell; but this had little or no effect on her thick armour. The casualty amongst the crew also was few.

What, may be asked, was the effect of these continual alarms on the crews of our ships? On a ship like the Swiftsure, carrying nearly all active service ratings, highly disciplined, and as keen as mustard, the whole thing seemed to be regarded as a form of sport. The men actually got up a sweepstakes, the winner to be the first man who actually sighted a periscope. There was, in fact, the greatest keenness on board to "skip out" these pests. The 14 pounders were "hot-loaded," with their crews on watch by day and asleep around them at night.

DAVID AND GOLIATH.

Mixed up with this feeling of menace and invisible danger there is also a sense of the ridiculous, which lends a humorous aspect to the affair. You feel as Goliath must have felt just before the slingshot came whizzing from David's sling. You have an impression in your mind that, although the elusive little beggar may possibly sink

another ship, he could never do any harm to the one you are on. Then there is the never failing amusement caused by the various ways each individual on board believes in a collar which is blown out and worn round the neck. Others will tell you, confidentially, of two men who, by way of experiment, jumped into the water with collars on, and both had their necks broken. Others carry bells which resemble bicycle tyres cut in half. You blow these out and tie them round your waist. But the Goliath waifcoat is the most popular of all. This is an ordinary waifcoat which you can wear under your coat, and which, when the emergency arises, you blow out through a tube.

It is certainly amusing to see a lot of thin officers and men suddenly swelling to gigantic proportions in moments of danger as they quickly blow up their waifcoats, underneath their coats. The older crews, consisting chiefly of reservists, feel the strain of this constant submarine menace more than those manned by the active service ratings.

Events now developed fast. At eight o'clock on the morning of May 25, the Swiftsure's two fourteen pounders were fired in rapid succession at the periscope of a submarine which had appeared on our port bow only three hundred yards away. Why she did not discharge a torpedo remains a mystery, as she had our ship as a target, and also the Albion and Argus, which were quite close. It is thought she was trying to make the entrance to the Dardanelles, came up blind amongst the ships, and was scared by our guns and the small craft before she could lay on any target.

At 10.30 a.m. the battleship Vengeance, which was cruising up and down in that direction, reported the periscope of a submarine, south of Gaba Tepe, when she was struck by two torpedoes. Her nets were down at the time, but both torpedoes either passed through or under them. When we reached the deck the Triumph was already listing, and it was obvious she would turn right over in a few minutes. On these occasions one battleship is not allowed to go to the assistance of another through fear of being torpedoed by the same submarine, but a trawler and a destroyer were quite close to the Triumph and these two vessels at once went to her assistance to pick up the crew, whom we could see jumping off the side into the water. All the destroyers off Cape Helles, in our neighbourhood, also got up steam and dashed at top speed across the ocean.

WATCHING THE STRUCKEN SHIP.
The Admiral had come on deck, together with the other officers, and all stood in a silent group behind their chief, gazing at the stricken battleship some four miles away. The scene suggested a childhood's picture of the "Last Sight" of France of Napoleon and his Comrades on Board the Bellephophon.

The Triumph was listing more and more. She seemed to be struggling against some horrid invisible monster, which was dragging her slowly over. Elsewhere things remained the same. Our guns were thundering the Turkish positions, and their were leisurely responding. For seven minutes the group on the deck of the Swiftsure watched

the dying struggle in absolute silence. Then, suddenly, she seemed to grow weary of the hopeless fight against these invisible forces, and exactly eight minutes after being struck she gave a final roll and turned upside down, her red bottom alone remaining visible. For half an hour we watched her floating bottom up and down, and then suddenly she gave a final plunge and disappeared beneath the waves amidst boiling surf and clouds of steam. "The Triumph has gone," remarked the Admiral, slowly shutting up his telescope and turning on his heel to return to his quarters. — Daily News.

SAFETY OF LIFE AT SEA.
The issue of the final report of the Bulkheads Committee marks the conclusion of an important inquiry which is likely, the Times says, to have some important effects on the design and position of bulkheads in ships. It will be recalled that in the first report the question of necessary bulkhead protection in foreign-going passenger steamers received attention; the report now issued deals with all types of cargo steamers and with cross-Channel and other ships plying within the home trade limits. Among other things it is recommended that the bulkheads in new cargo steamers should be of the same strength as in foreign-going passenger steamers, and it is urged that the systematic spacing of the bulkheads in such ships should receive careful consideration, as the fact of safety will be appreciably raised by attention to this point. In the case of cross-Channel steamers the inquiry which has just closed has tended to confirm the opinion expressed by a previous Committee that such vessels should be subdivided so that they will keep afloat with any two adjoining compartments open to the sea. In these and other ships, where doors are necessary below the bulkhead deck the report lays stress on the need for providing means for closing such doors from the bridge and for frequent trial and inspection of the appliances designed to close dangerous openings in case of accident. The recommendations apply only to new ships, the view being that it will be sufficient in the case of existing ships if the bulkheads are plated and stiffened. In its final stages the work of the Committee has been somewhat hampered by the fact that its members in respect of the more urgent shipping questions arising out of the war. This in no way detracts from the value of what has been done, and if the recommendations made are adopted by shipowners and the authorities, including the Classification Societies, an important step will have been taken towards securing the safety of life at sea. The constitution of the Committee ensured that any recommendations made should take into account the need that none of the changes proposed in the design and spacing of bulkheads should make any excessive addition to the first cost of the ship or impair its earning capacity. The attention given to the financial side of the question, and the fact that the recommendations are largely based on experimental work, encourage the hope that the suggestions made will meet with the acceptance of those whose guidance they have been framed.A KABBOW ESCAPE.
Events now developed fast. At eight o'clock on the morning of May 25, the Swiftsure's two fourteen pounders were fired in rapid succession at the periscope of a submarine which had appeared on our port bow only three hundred yards away. Why she did not discharge a torpedo remains a mystery, as she had our ship as a target, and also the Albion and Argus, which were quite close. It is thought she was trying to make the entrance to the Dardanelles, came up blind amongst the ships, and was scared by our guns and the small craft before she could lay on any target.

At 10.30 a.m. the battleship Vengeance, which was cruising up and down in that direction, reported the periscope of a submarine, south of Gaba Tepe, when she was struck by two torpedoes. Her nets were down at the time, but both torpedoes either passed through or under them. When we reached the deck the Triumph was already listing, and it was obvious she would turn right over in a few minutes. On these occasions one battleship is not allowed to go to the assistance of another through fear of being torpedoed by the same submarine, but a trawler and a destroyer were quite close to the Triumph and these two vessels at once went to her assistance to pick up the crew, whom we could see jumping off the side into the water. All the destroyers off Cape Helles, in our neighbourhood, also got up steam and dashed at top speed across the ocean.

WATCHING THE STRUCKEN SHIP.
The Admiral had come on deck, together with the other officers, and all stood in a silent group behind their chief, gazing at the stricken battleship some four miles away. The scene suggested a childhood's picture of the "Last Sight" of France of Napoleon and his Comrades on Board the Bellephophon.

The Triumph was listing more and more. She seemed to be struggling against some horrid invisible monster, which was dragging her slowly over. Elsewhere things remained the same. Our guns were thundering the Turkish positions, and their were leisurely responding. For seven minutes the group on the deck of the Swiftsure watched

the dying struggle in absolute silence. Then, suddenly, she seemed to grow weary of the hopeless fight against these invisible forces, and exactly eight minutes after being struck she gave a final roll and turned upside down, her red bottom alone remaining visible. For half an hour we watched her floating bottom up and down, and then suddenly she gave a final plunge and disappeared beneath the waves amidst boiling surf and clouds of steam. "The Triumph has gone," remarked the Admiral, slowly shutting up his telescope and turning on his heel to return to his quarters. — Daily News.

SAFETY OF LIFE AT SEA.
The issue of the final report of the Bulkheads Committee marks the conclusion of an important inquiry which is likely, the Times says, to have some important effects on the design and position of bulkheads in ships. It will be recalled that in the first report the question of necessary bulkhead protection in foreign-going passenger steamers received attention; the report now issued deals with all types of cargo steamers and with cross-Channel and other ships plying within the home trade limits. Among other things it is recommended that the bulkheads in new cargo steamers should be of the same strength as in foreign-going passenger steamers, and it is urged that the systematic spacing of the bulkheads in such ships should receive careful consideration, as the fact of safety will be appreciably raised by attention to this point. In the case of cross-Channel steamers the inquiry which has just closed has tended to confirm the opinion expressed by a previous Committee that such vessels should be subdivided so that they will keep afloat with any two adjoining compartments open to the sea. In these and other ships, where doors are necessary below the bulkhead deck the report lays stress on the need for providing means for closing such doors from the bridge and for frequent trial and inspection of the appliances designed to close dangerous openings in case of accident. The recommendations apply only to new ships, the view being that it will be sufficient in the case of existing ships if the bulkheads are plated and stiffened. In its final stages the work of the Committee has been somewhat hampered by the fact that its members in respect of the more urgent shipping questions arising out of the war. This in no way detracts from the value of what has been done, and if the recommendations made are adopted by shipowners and the authorities, including the Classification Societies, an important step will have been taken towards securing the safety of life at sea. The constitution of the Committee ensured that any recommendations made should take into account the need that none of the changes proposed in the design and spacing of bulkheads should make any excessive addition to the first cost of the ship or impair its earning capacity. The attention given to the financial side of the question, and the fact that the recommendations are largely based on experimental work, encourage the hope that the suggestions made will meet with the acceptance of those whose guidance they have been framed.A KABBOW ESCAPE.
Events now developed fast. At eight o'clock on the morning of May 25, the Swiftsure's two fourteen pounders were fired in rapid succession at the periscope of a submarine which had appeared on our port bow only three hundred yards away. Why she did not discharge a torpedo remains a mystery, as she had our ship as a target, and also the Albion and Argus, which were quite close. It is thought she was trying to make the entrance to the Dardanelles, came up blind amongst the ships, and was scared by our guns and the small craft before she could lay on any target.

At 10.30 a.m. the battleship Vengeance, which was cruising up and down in that direction, reported the periscope of a submarine, south of Gaba Tepe, when she was struck by two torpedoes. Her nets were down at the time, but both torpedoes either passed through or under them. When we reached the deck the Triumph was already listing, and it was obvious she would turn right over in a few minutes. On these occasions one battleship is not allowed to go to the assistance of another through fear of being torpedoed by the same submarine, but a trawler and a destroyer were quite close to the Triumph and these two vessels at once went to her assistance to pick up the crew, whom we could see jumping off the side into the water. All the destroyers off Cape Helles, in our neighbourhood, also got up steam and dashed at top speed across the ocean.

CHINA MAIL.

HONGKONG, THURSDAY, DECEMBER 9, 1915.

THE WAR.

(Reuter's Service to the China Mail.)

WESTERN FRONT.

LATEST NEWS.

PARIS, Dec. 8.

Reference to minor German attacks is a feature of the *communiqué*.

Machine guns prevented the Germans restoring the destroyed works at Hetsas and artillery to the north of Arras stopped a German attack.

Our guns destroyed a defensive work in the Roze region and our bombers continued to progress to the south of Soupli.

A fierce engagement is proceeding to the east of Souain Hill.

LATEST NEWS FROM THE BALKANS.

The *communiqué* adds that the Bulgarians on Sunday violently attacked the bridgehead at Demirkap on the Vardar, and were completely repulsed. There was calm over the whole front on Monday.

MESOPOTAMIAN CAMPAIGN.

THE BATTLE OF CTESIPHON.

LONDON, Dec. 8.

In the House of Commons, Mr. Chamberlain announced that in the battle of Ctesiphon 643 British were killed and 594 are missing. It is believed that during the retreat our losses were less than 300. Some reinforcements have already arrived.

Mr. Chamberlain eulogised, amid cheers, the military quality of the troops—British and Indian—and said that the condition of the wounded was most satisfactory.

AUSTRO-HUNGARIAN HARVEST A FAILURE.

SENSATIONAL DISCLOSURES.

ZURICH, Dec. 8.

Sensational disclosures have been made with reference to the shortage of grain in Austria-Hungary. In a speech by the Secretary of the Vienna Provision Market, he says that the harvest has been most disappointing, and that it would be a great mistake if the Government let the public suppose that the opening of the Danube would change the situation. Only the most skillful administration and the greatest economy would carry the country on till next harvest.

FOUR DISTINGUISHED SERVICE ORDERS AWARDED.

LONDON, Dec. 8.

Simultaneously with the gazetting of Vice-Admiral King Hall's detailed despatches with reference to the destruction of the German cruiser *Koenigsberg*, the announcement is made that five Distinguished Service Orders have been conferred on Captain Fullerton, Commander Robert Wilson, Naval Aeronaut Robert Gordon Cull and Sub-Lieutenant Harwood Arnold.

WOULDN'T "MOVE ON."

A Chinese in the employ of Messrs. C. A. Warren and Co. was charged by Inspector Brazil before Mr. Lindsell at the Police Court this morning with "refusing to move on" last night.

A police sergeant gave evidence that he was on special duty dispersing crowds listening to street preachers, as instructed by the Captain Superintendent of Police. Defendant absolutely refused to go away, saying he had a "full right" to be there, and his attitude was provoking the crowd.

Inspector Brazil said defendant was an educated man, and his conduct might easily have caused a breach of the peace.

"If you don't know you have got to learn that you have not a perfect right to stop in a place from which people are being moved by the police," said his Worship, fining defendant \$25.

WELL-PAID SOLDIERS.

Five Shillings a Day.

The members of the Australian Expeditionary Force may count themselves as the highest paid soldiery in the world. They are the envy as well as the admiration of their comrades. Where the British Tommy receives a shilling a day and fights with a dogged courage which nothing can dismay, the Australian private receives "5s." Even compared with the South African contingent, the difference is very marked. An Australian sergeant-major, quartermaster-sergeant, or a cook is entitled to 11s. a day, while in the South African contingent the relative rates would be 6s., 4s. and 2s. 10d. In the higher ranks there is the same contrast: the Australian officer receiving very nearly twice as much as his South African confrere. Similar divergences are manifest in the field allowances and the pensions. Australia has been munificent in her recognition of the services given.

Sir Herbert Tree, in one of his latest ruminations, says: "Each of us has a part to play, and it all comes to a question of trench or

COMPANY MEETING.

MESSRS WM. POWELL, LIMITED.

CHARGES AGAINST THE LATE MANAGER.

The fourteenth ordinary meeting of the shareholders of Messrs. William Powell, Ltd., was held this afternoon at the office of Messrs. Johnston, Stokes and Master, Princes Buildings. There were present Mr. H. J. Gedge presiding, Mr. G. C. Moxon (director), Mr. H. O. Holt (secretary), and the following shareholders: Messrs. J. A. Turbutt, W. G. Goggin, G. Martin, F. W. Stapleton, E. Maurice and Mr. H. Percy Smith (auditor).

THE CHAIRMAN'S SPEECH.

The Chairman said:—The report and statement of accounts for the period ending August 31st, 1915, have been in your hands some days, and with your permission I will take them now. The first matter I have to touch on is the resignation of the late Managing Director, who it was ascertained had been guilty of "most flagrant malpractices." I do not think it will be for the benefit of the Company or serve any good purpose that I should detail them here, but of course, the Board will be pleased to give after the meeting any shareholder personally any information desired in this connection. All that I propose to say at this meeting is that by acting promptly on the first hint that something was wrong we were able to secure restitution to a very considerable extent, and I wish to express my appreciation of the great assistance which was rendered to me personally as well as to the Company at a very trying time by Mr. Moxon, who consented at a moment's notice to fill the vacancy on the Board and played a very energetic and forceful part, gentlemen, in the measures taken to protect your interests. I cannot doubt that the discovery of this man's dishonesty would have been to all of you here as great a shock and surprise as it was to us. The loss shown on the balance sheet, so far as the Board can judge, is the direct result of the fraudulent doings of the late Managing Director, and in no way represents the normal business of which this Company is capable. The Board are assured that if the Company had had in its employ during the last five years an honest Manager or Managing Director the profits would have been highly satisfactory and there is every prospect in view of current business that the Company will speedily recover its position. Your Directors, in order to satisfy themselves, have had the stock most carefully valued for the purpose of the balance sheet now before you, and it fairly represents the value put upon it. It is clean, up to date, and valuable. I am glad to tell you our business at the present time, in spite of war conditions, is showing a marked improvement on last year, and we have every hope that this will continue, and that the shareholders will in the near future receive an adequate return on their investment. Owing to the unfortunate circumstances disclosed in this year's Report, the present Directors propose to waive their fees for the year under notice, and the sum appearing in the balance sheet will be written back. After some consideration we have decided that the most convenient time for taking stock is immediately after our busy season. Your Board therefore propose to end the financial year on the 29th February, 1916, and the next General Meeting will be called as soon as possible after that date when a Report and Balance Sheet will be laid before you.

Mr. Tarrant said the Chairman was quite correct in not giving the full details to that public meeting, and he thought the shareholders would avail themselves of the opportunity to gather the information of which at present they were totally in ignorance. He himself knew nothing except what he had heard outside, but he noticed that there was a deficit of \$35,000 on the working account, whereas last year they had a balance. If the business progressed as the Chairman foreshadowed, there was no reason why they should not have a balance again at the end of next year. It would, however, be interesting to know the number of shareholders who knew anything about what had taken place, and it was also important that they should have an assurance that there would not be a recurrence of the trouble. He took it from what the Chairman had said that that assurance would be forthcoming. The shareholders would also like to have some idea of how the directors had in the past carried out their duties, and a further assurance that they would devote the whole of their time to the business of the Company. Criticism of the directors must arise in a business like that where, in the course of 14 months, they had such a large deficit.

The Chairman, in reply, said that it was in the interest of the meeting that there should be no public disclosure of the affair. After the gentleman of the Press had withdrawn he would be pleased to show them the position. He had a letter from the late manager in which he admitted the malpractices one by one. As regards the overseeing by the Board, he thought that every one there would agree that nothing would prevent fraud. They had been subject to a series of frauds which could not possibly be found out. Their auditors were experienced and were associated with one of the leading firms of the Colony. If they were going to put a man in who was going to commit a fraud he would commit that fraud unless they stood over him at every stroke of the pen and watched him place every dollar into his safe. Mr. Moxon and himself first devoted days and then hours to looking after the interest of the shareholders and, before the late managing director was found out, he himself had

spent many hours in going into the affairs of the Company. The Board hoped to be able to again put the Company on its proper footing and there would be no lack of exertion on the part of the directors.

Mr. Gedge and Mr. Moxon were re-elected members of Board and Mr. H. Percy Smith was re-appointed auditor at the usual remuneration.

SPORTING.

YACHTING.

Royal Hongkong Yacht Club.

In connection with the rowing events arranged for Saturday next, 11th inst., yachting members are reminded that there will be a die yacht races also.

Handicap Class. Preparatory Gun 3.25 p.m. Starting 3.30 p.m.

One Design Class. Preparatory Gun 3.35 p.m. Starting 3.40 p.m.

Howard Hays & Gael Class. Preparatory Gun 3.45 p.m. Starting 3.50 p.m.

The courses selected will be announced at the Club House prior to the time arranged for starting.

CRUISE RACE, SUNDAY, 12TH INST. The following are the handicaps for the second of the series of Cruiser Championship races:—

CHINESE RIG.	M. S. per mile.
Miranda,	Scratch.
Genoa,	20
Ship,	40
Scotsgarden,	40
Dorothy II,	1.40
Tutan,	3.20
Fleur,	5.00
ENGLISH RIG.	M. S. per mile.
Feathers,	33
Spoondrift,	40
Erin,	40
Queen Bee,	60
Irene,	60

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

JOINED.

Sapper T. L. Scott joined the Corps on 2. 12. 15, allotted Corps No. 1917 and posted to Engineer Company.

MEDICAL ATTENDANCE.

Members of the Corps are reminded that Volunteers on duty at Belcher's Fort and on the Seach lights are entitled to receive medical treatment free of charge in the Government Civil Hospital, or as out-patients, but they must notify the Hospital Authorities on admission that they are Volunteers and must state in which of the above detachments they are doing duty. Should Volunteers fail to notify the Hospital Authorities as instructed, they will forfeit their right to free medical treatment. When sending for medicine to be reported, empty bottles are to be returned.

NOTICE OF SECTION.

A revised list of classes is posted on the notice board at Headquarters for information of all concerned.

DETAILS.

Gun Club Hill, Kowloon:—
On duty until morning of 13th inst.—
H. K. V. R.
P. of W. Camp, Kowloon:—
On duty until morning of 13th inst.—
H. K. V. R.

NOTE.

Refugee Corps Order No. 4 dated 7. 12. 15, the following changes have been made:—
On duty 13th inst.—Centre Section M.G.Co.
On duty 17th inst.—Right Section M.G.Co.

PARADES.

Parades on Friday, 10th inst.:—
5.15 p.m. No. 2 Section Artillery Battery—10 p.m. Gun drill at Headquarters. Sergt. Briley will attend.
6.15 p.m. Scouts Company.—Drill on Cricket Ground.

HONGKONG POLICE RESERVE.

CHANGE OF ADDRESS.

Members are warned that they are required to immediately advise their Plat on Sergeants of any change of address, telephone numbers, etc.
All N. C. Officers will keep this office advised of any change in their own addresses, etc.

PROMOTIONS.

The Hon. C. S. P. has sanctioned the promotion of the following ex-members of the Regular Police to the rank of Inspector:—Crown Sergeant Langley, McEwen and Witchell.

CENTRAL POLICE STATION CANTEN. Attention is specially drawn to orders of Dec. 8th-9th.

PARADES, MUSETRY, ETC.
Friday Dec. 10th.—All ranks at "Central" at 9.15 p.m. sharp. Uniforms, caps and covers, and rifles.

Saturday Dec. 11th.—Details for Musketry Course, Part I, as warned by the M.L.I. leave Blake Pier 1.30 p.m. sharp.
Tuesday, Dec. 14th.—Recruits of 1st and 2nd Platoons, No. 1 Company, and of No. 2 Company, 5.30 p.m.

Wednesday, Dec. 15th.—All N. C. Officers, 5.30 p.m.

Thursday, Dec. 16th.—Recruits of 3rd and 4th Platoons, No. 1 Company, and of No. 2 Company.

NO. 3 COMPANY.
The Commanders of Nos. 2, 3 and 4 Platoons, under the instruction of Inspector Mow Fung, will warn certain of their men to attend the Recruits Parades of this Company.

(Sgd.) F. C. JENKIN,
D.S.P. (Reserve).

TYPHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory:—

2.45 p.m. Dec. 9.
Typhoon in about 114 degrees Long. E. and 10 degrees Lat. N. moving W.N.W.

Printed and Published for THE CHINA MAIL, Limited, by BRUCE A. HALL, No. 5, Wyndham Street, Hongkong.

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

BALKANS' CAMPAIGN.

A "SUDDEN AWAKENING."

SALONIKA, Dec. 8.
The Anglo-French line in Macedonia has suddenly awakened into activity.

BULGARIAN ACTIVITIES CHECKED.

The Bulgarians during the entire day bombarded the British front and delivered an infantry attack, which was repulsed.

The British casualties were slight. The Bulgarians also used artillery against the French, and appeared to be contemplating the offensive, which however, was cut short by the French "seventy-fives."

ALLIES EVACUATE KRIVOLAK.

PARIS, Dec. 8.
It is reported that the Allies have evacuated the Krivolak sector, and are retiring in good order to prepared positions in the Demirkapu Pass, where they are able to offer effective resistance.

HALF OF MACKENSEN'S ARMY IN BULGARIA.

PARIS, Dec. 8.
It appears that half of General von Mackensen's Army is already in Bulgaria, but it is not known whether its object is to oppose the Russians or to attack the British and French at Strumitza.

TURCO-BULGARIAN DISTRICT INCREASING.

The Turco-Bulgarian situation threatens complications, as the district is increasing.

AUSTRIAN BOMBARDMENT OF SAN GIOVANNI.

PARIS, Dec. 8.
A telegram from Montenegro states that the Austrian squadron which bombarded San Giovanni (mentioned in an earlier telegram) consisted of a cruiser and seven destroyers, accompanied by two aeroplanes.

They sank two steamers—one Greek—the other Italian—and ten sailing ships, and destroyed a French submarine at the mouth of the Bojawa, ten miles north of San Giovanni.

AUSTRIAN SUBMARINE'S VIOLATION OF INTERNATIONAL LAW.

CAPTURE OF BRITISH OFFICERS ON GREEK STEAMER.

LONDON, Dec. 8.
A message from Milan relating to an Austrian submarine commander's capture of Colonel Napier (British Military Attaché at Sofia) and Captain Wilson, M.P., who were on a Greek steamer in the Mediterranean, says the submarine started chasing the steamer eighty miles from Zante. The steamer hoisted her colours and fled, but being shelled and overhauled she stopped. While the Austrians were searching the ship Colonel Napier and Captain Wilson, and another British Red Cross officer stood on deck wearing their uniform.
The Greek Captain vigorously protested that their capture was a violation of international law; but the commander of the submarine told him that it was none of his business and took off Colonel Napier and Captain Wilson, but released the Red Cross officer.

AMERICA AND GERMANY.

A LACONI REPLY.

WASHINGTON, Dec. 8.
Mr. Lansing, Secretary of State, in reply to Count Bernstorff's inquiry as to the Government's request for the withdrawal of Captain Boyed, and Captain von Papen, (German naval and military attachés at Washington) simply reiterates "Because of their military and naval activities."

THE ATTITUDE OF GREECE.

FURTHER STATEMENTS BY THE KING.

NEW YORK, Dec. 8.
Continuing the account of his interview with the King of Greece, the Special Correspondent of the Associated Press, of the United States, says he asked His Majesty whether Germany had given an assurance that she would respect the neutrality of Greece.

The King replied:—Of course, but that will not prevent the German and Bulgarian armies, as measures of military necessity, pursuing retreating British and French forces into Greece, and turning Greece into a second Poland. I have that assurance also.

The King declared that the election of M. Venizelos was due to his personal popularity, and did not mean approval of his intervention policy, which was not understood by the mass of Greeks.

The King said the arrangement not to resist the landing of the Allies' troops at Salonika was not made with his assent. The minimum Allied Army necessary to accomplish anything in the Balkans was, in his opinion, 400,000. That number was not being sent, and, therefore, Greece must suffer.

The King, replying to a question as to what Greece would do if the Entente Powers used coercion, said: "We would protest to the whole world against the violation of our sovereign rights, and we would resist passively as long as was humanly possible against being forced on a course prejudicial to our liberties and happiness."

The Correspondent asked "And when you cannot hold out any longer?"

The King replied: "We shall have to denounce, and await the march of events. What else can we do?"

HARROWING TALE OF A GERMAN PRISON CAMP.

EXPERIENCES OF DISABLED BRITISH SOLDIERS.

LONDON, Dec. 8.
Seventy-three British disabled soldiers have arrived at Flushing from Germany, en route to England; also 150 civilians, including 50 coloured persons, released from internment in Germany.

The soldiers were a most pathetic sight. Apart from missing legs and arms, they were mostly old and ragged German uniforms, and some wore wooden clogs.

They presented a most extraordinary contrast to the warmly-clad Germans returned to Germany from England.

Seventeen of the British soldiers, who came from the Wittenburg camp, told a harrowing tale of brutality, especially on the occasion when typhus swept the camp in the Spring.

The German guards bolted, and sent food by a shoot into the grounds. Sixteen hundred prisoners died of typhus, including 90 British. Six British Army doctors, who were prisoners in Germany, volunteered to go to the Wittenburg camp. Three of them died of typhus.

EXPLOSION AT A NAMUR FORT.

EIGHTY GERMANS REPORTED KILLED.

LONDON, Dec. 8.
An explosion completely destroyed Fort Cogevel at Namur. Eighty Germans are reported to have been killed.

THE "COMMUNEPAN'S" CREW.

WASHINGTON, Dec. 8.
It appears that the crew of the American oil tank steamer *Communi-pan*, which was sunk by an unknown submarine, numbered 30. The captain and four engineers are Americans, and the ship was bound for Alexandria.

THE ARREST OF A DUTCH EDITOR.

FREEDOM OF THE PRESS.

THE HAGUE, Dec. 8.
Attention being called in the Dutch Parliament to the arrest of the chief editor of the *Amsterdam Telegraph*, the Minister of Justice gave an assurance that the freedom of the Press would not be restricted.

THE AMERICAN PRESIDENCY.

DR. WILSON TO BE AGAIN NOMINATED.

ST. LOUIS, Dec. 8.
The Democratic National Committee has resolved to re-nominate Dr. Woodrow Wilson for the Presidency.

DEATH OF AN IRISH M.P.

LONDON, Dec. 8.
The death is announced of Mr. John Roche, M.P. for County Galway.

BRITISH STEAMER SUNK.

LONDON, Dec. 8.
The British steamer *Commodore* has been sunk. One member of the crew lost his life.

SUEZ CANAL DUES TO BE INCREASED.

LONDON, Dec. 8.
The Suez Canal dues will be increased by 50 centimes on April 1st next.

P. & O. CO. MEETING.

PASSENGER RATES MAY AGAIN BE INCREASED.

LONDON, Dec. 8.
At a meeting of the Peninsular and Oriental Steam Navigation Co., Lord Inchcape, the Chairman, said that owing to the great rise in working expenses it might be necessary again to raise the passenger rates.

The amalgamation of the Peninsular and Oriental Co. with the British India Co., he added, was working in every respect satisfactorily.

(Havas Service.)

PARIS, Dec. 7.
French stock now stands at 54.50.

Yesterday, artillery activity prevailed notably in the Aisne, Somme and Oise districts, against convoy and moving troops.

Rome: Artillery activity has prevailed on the whole front; we progressed on the Carso Plateau.

Madrid: The Government has resigned. It is stated a Liberal Ministry will shortly be formed.

CHINESE TELEGRAMS.

(Wah Tse Yat Po's Service.)

THE RECENT REBEL ACTIVITY.

Peking, Dec. 8.
The Vice-Minister of the Navy (Tao Kah Cheung) has been directed to proceed to Shanghai to investigate the recent rebel activity there.

CHAN PIK EXONERATED.

PEKING, Dec. 8.
A Presidential Mandate encourages Chan Pik (the former Minister of Communications) to disregard the false accusations recently made against him, and to prepare himself to render further service to the Government.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BRITISH OFFICERS "REMOVED" BY GERMAN SUBMARINE.

ATHENS, Dec. 7.
It is confirmed that a German submarine removed from a Greek steamer Colonel Napier, Attaché at Sofia, and Captain Wilson, M.P.

Athens, Dec. 7.
Greek newspapers state that the German submarine stopped the Greek steamer near Metaxia and removed Colonel Napier, the British Military Attaché at Sofia.

The Press Bureau states that it is Captain Stanley Wilson, M.P., who is captured. He was conveying letters from the Eastern Mediterranean to London. None of the papers taken from him were important. It was an Austrian submarine.

BRITISH TRADE.

LONDON, Dec. 7.
The increases in imports in November amounted to £16,129,030 and in exports £11,089,547.

STANDARD OIL VESSEL SHELLED.

WASHINGTON, Dec. 8.
The State Department has been advised that the Standard Oil vessel *Petroline* was shelled by a submarine, which was apparently Austrian, between Crete and Tripoli. A sailor was injured.

AMERICAN OIL-TANK STEAMER TORPEDOED.

NEW YORK, Dec. 7.
A message from Rome says that the American oil-tank steamer *Communi-pan* was torpedoed off Tripoli. The fate of the crew and the nationality of the submarine are unknown.

RUSSIAN APPOINTMENT.

ETTERBURY, Dec. 7.
M. Khvostoff has been appointed Minister of the Interior, in succession to M. Maklakoff.

THE CAUCASUS.

ETTERBURY, Dec. 8.
The most notable fact in the latest *communiqué* is that there are 19 ft. of snow on the mountainous sectors of the Caucasus front.

ALBANIANS CO-OPERATING WITH BULGARIANS.

LONDON, Dec. 8.
A Bulgarian *communiqué* claims that the Albanians are co-operating with the Bulgarians in attacking the remnants of the Serbian Army wandering over the Albanian mountains.

INDIAN CIVIL SERVICE.

QUESTIONS IN PARLIAMENT.

LONDON, Dec. 7.
In the House of Commons Sir John Rees asked what was the annual number of appointments necessary to keep up the Indian Civil Service at its usual strength; whether the casualties expected in the next two years would be only a quarter or very much less than the normal figure; if so, what were the reasons? Mr. Chamberlain replied that 43 appointments made in 1914 and there would have been 36 in 1915 had not most of the candidates joined the Army. The Service at present exceeded the aggregate of provincial cadres. Serious disadvantage was not anticipated from reducing recruitment during the war.

Sir John Rees asked whether a reply had been given to the petition of Indian Chieftains for the cancellation of the rule regarding the addition of three years probation to the period of qualification for pension? Mr. Chamberlain said the Raj had been informed he was unable to accept representations involving a considerable addition to the Ecclesiastical charges.

ALLIED WAR COUNCIL.

JAPANESE REPRESENTATIVE PRESENT.

PARIS, Dec. 8.
Field-Marshal Sir John French (the British Commander-in-Chief) and General Sir Archibald Murray (Chief of the General Staff) were present at the second Allied War Council at the French Headquarters yesterday. The meeting was presided over by General Joffre. Japanese and other Allied representatives were also present.

HUNGARIAN MINISTER AND PEACE.

AMSTERDAM, Dec. 8.
Speaking in the Hungarian Chamber, Count Andrássy declared that in view of the declarations of the French Premier and the speeches in the House of Commons there was little probability of peace. The enemy does not acknowledge the present result of the war and is doing all possible to obtain a change in the fortunes of war. "I am convinced," concluded the Count, "that we will be able to continue the war till they are obliged to ask for peace."

FRENCH SUBMARINE & SEVERAL VESSELS SUNK.

PARIS, Dec. 7.
The Ministry of Marine announces that according to a German wireless message an Austrian warship destroyed the French submarine *Frenet* on Sunday, and made the crew of 28 prisoners.

An Austrian *communiqué* shows that the *Frenet* was destroyed in the vicinity of San Giovanni. It asserts that an Austrian cruiser and destroyers on the same day sank five steamers and five large and several small sailing vessels discharging war material at San Giovanni. Twenty guns ashore heavily bombarded the *Botilla*.

Another flotilla on the 23rd November sank an Italian armed steamer and a sailer, bound from Brindisi to Durazzo, fully laden.

WESTERN FRONT.

FIERCE CANNONADE IN ARTOIS.

PARIS, Dec. 8.
The evening *communiqué* says: The Franco-Belgian artillery demolished an enemy work at Hettel. A cannonade in Artois was very fierce, and was accompanied at some points by fighting with heavy bombs. The struggle continued in Champagne for the possession of an advanced trench to the south of Saint-Souplet. Our counter-attacks have regained most of the lost trench.

THE "DISTURBANCES" AT SHANGHAI.

JAPAN'S PRECAUTIONARY MEASURES.

TOKYO, Dec. 8.
It is understood that in view of the disturbances in Shanghai, Japan is "taking" measures to protect Japanese residents and interests. Several Japanese warships are already on the scene.

GERMAN CONSPIRACIES IN CHINA.

LONDON, Dec. 7.
In the House of Commons, in reply to questions regarding the behaviour of Germans on the Shantung, Canton, and the suggestions that all Germans should be interned or expelled, that German concessions in China should be occupied, and the German Consuls and officials arrested in order to prevent conspiracies similar to those in Persia, Sir Edward Grey said he had no official information regarding the alleged misconduct of Germans on the Shantung. The intrigues of Germans in China, however, were being anxiously considered by the Government.

OBITUARY.

LONDON, Dec. 7.
The death is announced of the first Baron Armitstead.

The late Baron was for ten years Liberal Member of Parliament for Dundee.

THE FIVE ALLIED POWERS.

A Press Bureau *communiqué* gives the official text of the declaration emanating from the five Allied Powers—binding themselves, by mutual consent, not to conclude a separate peace, and to put forward no peace conditions without the full agreement of the Powers who signed the accord.

THE MESOPOTAMIAN CAMPAIGN.

Lord Crewe (in concluding his statement in the House of Lords regarding Mesopotamia) added that the retirement from Ctesiphon to a strong position down the river was a wise course to adopt, and ought generally to be approved.

Lord Sydenham, referring to the campaign in Mesopotamia, said the one bright spot in a very dark picture was the manner in which General Townshend's forces fought at Ctesiphon. "Their gallant stand against greatly superior forces, and the capture of 1,600 prisoners, was a very fine feat of arms. The force consisted largely of Indian troops who had been more than a year from home, and had endured the supreme test of fighting after a long summer. No praise was too great for such men. He thought that General Townshend, by a wise retirement when he found overwhelming forces against him, saved the force from a great disaster."

THE "MISHIMA MARU" OPION CASE.

To-day's Proceedings.

Edmund Walter Hiebrath, Mrs. Ethel Hiebrath, and Madame Delcours were charged on remand this afternoon before Mr. Hazland with attempting to import opium into the Colony on the s.s. *Mishima Maru*, and with unlawful possession of the same.

Mr. T. H. King, Assistant Superintendent of Police, presided. Mr. F. O. Jenkins, instructed by Mr. Mason defended. Detective-Sergeant Pincott, continuing his evidence, said that when he went on board after he searched the first defendant's cabin and went with him to the cabin occupied by the second and third defendants. He spoke to second defendant, asking whether she had any hold baggage. The first defendant replied for her, saying that the second defendant believed there were some boxes in the hold bearing her name. The second defendant said she had been asked in London to allow some boxes to be put on board with her baggage. The name Cohen was mentioned by the second defendant as that of the person who had asked her. The third defendant said she had no baggage whatever in the baggage room.

By Mr. Jenkins—Witness burst out laughing when "Sid" Cohen was mentioned. Witness had heard of him before. He did not know he had been well known in the Colony for years. About six months ago he was named in connection with a case in Hongkong in which a person having two trials of opium was acquitted. Witness had seen Cohen once, about ten months ago, when he claimed to be connected with cinematograph business. Witness had no opinion as to whether he was distinguished looking.

Mr. Jenkins—He was an ordinary decent looking man, the sort to inspire confidence, the sort who would strike the casual observer as a bank manager's chap? Witness did not know. He did not remember Mrs. Reardon speak of Cohen as connected with the O'Gorman Film Company. He turned to Mr. King and said "more of Cohen's work." Cohen's name was known to the police of Hongkong. The case was again adjourned.

To-day's Advertisements.

WANTED.

Apply to
The TAIKOO DUCKYARD & ENGINEERING CO.
OF HONGKONG LTD.
Hongkong, Dec. 9, 1915. 1061

(Continued on page 8.)

BALSMIC COUGH LINCTUS

The mild and soothing influence which this preparation has, classifies it among the most valuable of its kind, in cases of Cough, Asthma, Bronchitis, Shortness of Breathing or Difficulty of Expectoration; and while it removes the accumulation of phlegm, from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

\$1.00 and \$1.50 per bottle.

QUEEN'S DISPENSARY.

HARPER & Co., Ltd.

TEL. 432.

31, Queen's Road Central.

THE ONLY REGISTRY KNOLINE TAILORS IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST. (Flower Street) ESTABLISHED 1900.

THE HANDY BOAT FOR MACAO.

THE S.S. "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon).
First Class \$1 " \$1.50 " (Saloon) for Chinese.
Second Class 60 cts. Single; \$1 Return

Electric Fan, throughout. First Class Attention. Ample Saloons and Cabins. Accommodation.
Passengers may sleep on board without additional charge on return Macao trip.

THE EASTERN ASBESTOS CO.

Sole Agents for

THE GANDY BELT

MANUFACTURING CO., Ltd.


Seacombe, Cheshire, England.

Large Stocks of "Gandy" Belting and Belt Fasteners.

4 QUEEN'S BUILDING, HONGKONG.

Telegrams "Corrugated" Telephone No. 501.

THE TOP NOTCH SCOTCH.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED.

Edinburgh, Scotland.

SOLE AGENTS
GANDE, PRICE & Co., Ltd.
Wine Merchants.
4, Queen's Road Central, Hongkong.

TEL. No. 135.

SHIPPING

P. & O. S. N. Co.

WILL dispatch VESSELS to the Undermentioned PORTS, on or about the DATES named:—

FOR	STEAMERS	To Sail	REMARKS
LONDON & BOMBAY via NANKIN	NANKIN	3 p.m.	See special
COAST PORTS OF CALL	Capt. A. COLLIER	18th Dec.	Advancements
SHANGHAI, MOJI, KOBE, NOVARA	Capt. H. R. HATHINGTON, R.N.R.	18th Dec.	About Freight and Passage.
LONDON & BOMBAY via NANKIN	NANKIN	30th Dec.	About Freight and Passage.
COAST PORTS OF CALL	Capt. G. MANLEY	1st Jan.	About Freight and Passage.
SHANGHAI, MOJI, KOBE, NELLORE	Capt. A. M. KING	1st Jan.	About Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. V. D. PARR, For Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with THE CHICAGO MILWAUKEE & S. C. PAUL RAILWAY

For VICTORIA AND TACOMA via MANILA, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA.

S.S. 'CANADA MARU' Capt. T. Suruga, Thursday, 16th Dec., at 3 p.m.

S.S. 'TACOMA MARU' Capt. T. Hamada, Saturday, 1st Jan., at 3 p.m.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Perishables.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO.

S.S. 'LONDON MARU' Capt. T. Miyata, Thursday, 23rd Dec., at 7 a.m.

For TAMSUI AND KEELUNG via SWATOW AND AMOY.

S.S. 'DALIN MARU' Capt. S. Saito, Sunday, 12th Dec., at 10 a.m.

S.S. 'KAHO MARU' Capt. Murakami

For ANPING AND TAKAU via SWATOW AND AMOY.

S.S. 'EUSU MARU' Capt. A. Kobayashi, Wednesday, 22nd Dec., at 8 a.m.

FOR HAIPHONG via PARHAI

Steamer Captain Leave

'KEISO MARU' Imamura, Wednesday, 15th Dec., at 10 a.m.

'DAIGI MARU' T. Konishi

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager, Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	18th December	18th Dec., at 11 a.m.
EMPIRE	2nd January	3rd Jan., at 11 a.m.
EASTERN	7th January	8th Jan., at 11 a.m.
AIDENHAM	20th January	21st Jan., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in connection with the

INDO-CHINA STEAM NAVIGATION CO. LTD. AND APCAR LINE

Proposed Sailing from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
'LAI SANG'	11th Dec.	A Steamer	End of December.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK and BOSTON.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. 'I. MARU' For Moji, Kobe & Yokohama

On 17th Dec.

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINAT	Dec. 12, Daylight
MANILA, CEBU & ILOILO	TAMING	Dec. 14, at 4 p.m.
SHANGHAI	ANNU	Dec. 14, at 4 p.m.
HAIPHONG	KAIFU	Dec. 17, at 11 a.m.
MANILA, CEBU & ILOILO	CHINAT	Dec. 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'

MANILA LINE—Twin Screw Steamers 'Chinba', 'Tambig', & 'Tash' with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

For	STEAMERS	To SAIL
THIENTSIN via WEIHAUWAI	CHIPSING	FRIDAY, Dec. 10, Daylight
KOBE & MOJI	KUNISANG	SATURDAY, Dec. 11, Daylight
SINGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, Dec. 11, at 3 p.m.
MANILA	YUENSANG	SATURDAY, Dec. 11, at 3 p.m.
SHANGHAI	WINGSANG	SUNDAY, Dec. 12, Daylight
SHANGHAI	KWANGSANG	WEDDAY, Dec. 15, Daylight
SANDAKAN	HUANGSANG	TUESDAY, Dec. 14, at Noon
SHANGHAI	YESANG	FRIDAY, Dec. 17, Daylight
MANILA	LOONGSANG	SATURDAY, Dec. 18, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers 'Kunang', 'Nanang', 'Loisang' & 'Fooksang' leave about every 3 weeks generally call at Shanghai en route or Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the 'Yatsing', 'Kunang' leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

* Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Simpura, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 216.

R.M.S.P. THE ROYAL MAIL

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. 'TOLA' 2,267 tons. Capt. Butler, will be despatched for SHANGHAI, KOBE and MOJI on the 21st December.

WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly-qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Tons & Speed. Leave Hongkong.

'SHINYO MARU' (Cargo Steamer) Sat., 11th Dec. at Noon.

'NIPPON MARU' (Cargo Steamer) Tues., 14th Dec. at 10.30 a.m.

'SHINYO MARU' (Cargo Steamer) Thurs., 23rd Dec. at Noon.

'KIYO MARU' (Cargo Steamer) Tues., 28th Dec. at Noon.

'FERSIA MARU' (Cargo Steamer) Sat., 8th Jan. at Noon.

'CHIYO MARU' (Cargo Steamer) Tues., 15th Jan. at Noon.

'TENYO MARU' (Cargo Steamer) Tues., 15th Feb. at Noon.

'DAIREN MARU' (Cargo Steamer) Tues., 3rd Mar. at Noon.

* Cargo only.

Proceeding to South American Ports.

First Class to London 471-10. Return (8 months) £150.

" " New York 200 " £94-10.

" " San Francisco 245 " £83.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent, KING'S BUILDING (Opposite Blake Pier).

Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. Displacement. Sailing Date.

MARSHALLS & LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID.

'KAMO MARU' Capt. Shimizu, Tons 15,000, THURSDAY, 16th Dec., at Noon.

'KASHIMA MARU' Capt. Tabata, Tons 21,000, THURSDAY, 30th Dec., at Noon.

'TAMBA MARU' Capt. Nagasawa, Tons 12,500, TUESDAY, 14th Dec., at Noon.

'YOKOHAMA MARU' Capt. Shinoda, Tons 12,500, THURSDAY, 23rd Dec., at Noon.

'TANGO MARU' Capt. Soyeda, Tons 12,500, TUESDAY, 14th Dec., at 4 p.m.

'NIKKO MARU' Capt. Takeda, Tons 9,800, FRIDAY, 14th Jan., at 4 p.m.

'BOMBAY MARU' Capt. Terada, Tons 8,000, FRIDAY, 24th Dec., at Noon.

'HAKATA MARU' Capt. Kawashima, Tons 12,500, SATURDAY, 18th Dec., at Noon.

'TENSHIN MARU' Capt. Yamashita, Tons 8,000, THURSDAY, 16th Dec., at Noon.

'NIKKO MARU' Capt. Takeda, Tons 9,800, SUNDAY, 12th Dec., at Noon.

'SUWA MARU' Capt. Sekine, Tons 21,000, FRIDAY, 17th Dec., at 10 a.m.

'COLOMBO MARU' Capt. Sakamoto, Tons 8,000, FRIDAY, 24th Dec., at Noon.

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.

" " 2nd Single " 400. " " 2nd Single " 360.

" " Return " 800. " " Return " 720.

To London, Southampton, Liverpool via New York £20. 13s.

" " via Montreal £20. 5s.

To Victoria, Vancouver, Seattle 1st Single " 225.

" " 1st Return " 237. 10s.

To Sydney, 1st Single £40. To Melbourne 1st Single £24.

" " 1st Return £72. To Kobe 1st Return £135.

To Yokohama, 1st Return £150. To Kobe 1st Return £135.

" " 2nd " 90. " " 2nd " 83.

Round-the-World, Yen 1,046.

KUBU MOTO, Manager.

Telephone No. 292.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION.)

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
'TAIYUAN'	December 6th	December 10th
'CHANGSHA'	January 16th	January 21st

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or passage apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

Hongkong, Nov. 20, 1915.

THE 'CHINA MAIL'

Typhoon Map and Guide

WITH TABLE AND TRACKS OF PAST DISTURBANCES

Price 50 cents.

SHIPPING

FOR VANCOUVER AND SEATTLE.

S.S. 'KAIFUKU MARU'

About the 10th December.

For freight etc., apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Nov. 18, 1915.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for EAST, VIA PERSIAN GULF, CONTINENT, TAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'NAMUR', Captain A. COLLIER, carrying His Majesty's Mails will be despatched from this port on or about THURSDAY, the 16th December, 1915, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mootian from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong. Bills and Valuations, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay and transhipped to the s.s. 'Colindale' due in London about 23rd January, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, For Superintendent.

Hongkong, Dec. 4, 1915.

THE AMERICAN & MANCHURIAN LINE.

(ELLENMAN & BUTCHALL STEAMSHIP Co., Ltd.)

FOR BOSTON AND NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship 'KATHLAMBA'

6,382 tons, will be despatched as above on SATURDAY, 15th January, 1916.

For Freight and further particulars apply to

THE BANK LINE, LIMITED, Agents.

Hongkong, Dec. 4, 1915.

1035

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship 'Kunang', having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 8th Dec. will be landed at Consignees' risk and expense.

No live Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Dec. 7, 1915.

1042

NOTICE

HIGH-CLASS PRINTING

AND

BOOK BINDING

THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

you send us the copy we do the rest.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL"

VISITORS AT HOTELS

THE BANK LINE LTD.,
 R. & Co., Canton. General Agents.

OUT									
Kowloon	6.40	7.03	8.30	11.45	12.06	1.43	*4.00	6.18	7.20
Hong Kong	6.44	7.03	8.30	11.52	1.23	1.51	5.52		
San Ma Ti	6.49		9.40	11.59		1.57		6.57	7.27
Tai Tin	7.00		9.52	11.48		2.00		6.28	7.39
Tai Po	1.13		10.07	12.02		2.22		6.52	7.53
Tai Po Market	1.17		10.13	12.05		2.25		6.55	7.56
Lo Ma Lung	7.20		10.25	12.19		2.35		6.64	8.06
Hong Shui	7.20		10.25	12.19		2.35		6.67	8.10
Sheng Chuen	7.34	7.53	10.30	12.20	12.50	2.43	4.45	6.12	8.16
Canton			10.40		6.10	2.40	7.33		
Sundays and Public Holidays only.									
Kowloon	8.43	a.m.	Tai Po	9.16	Sheng Shui	9.28	Shun Chuen	9.23	
	1.23	p.m.				2.13	(dim. train)		
*Sundays only.									

Shau Tau Kok Branch.									
OUT									
Fan Ling	Dep.	7.30	12.30	3.30	6.10				
Shau Tau Kok	Arr.	8.15	1.15	4.15	6.55				
Will depart at Sheng Shui or Tai Po on notice being given to the Guard at Kowloon.									

Canton	7.00
Shun Chuen	9.50
Sheng Shui	
Fan Ling	
Tai Po Market	
Tai Po	
Shau Tin	
Yau Ma Tei	
Hong Kong	
Kowloon	10.30

Shau Tau Kok	
Shau Tin	
Fan Ling	

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

Authorised Capital..... 21,600,000.
Subscribed 1,125,000.
Paid-up 683,500.
Reserve Fund 500,000.

**BANKERS,
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LIMITED.**

Every description of Exchange business
transacted.

**INTEREST allowed on Current Accounts
at 3 per cent. per annum on Daily
Balance and on Fixed Deposits at rates
which may be ascertained on application.**

**D. CHAMPAIN,
Acting Manager.**

Rangoon, Sept. 4, 1915.

THE STEAMSHIP
SHINYO MARU, (Freighter)
The above named Steamer having
received Consignees of Cargo are hereby
advised to send in their Bills of Lading
counterpart, and to take immediate
delivery of Cargo from alongside.
CARGO remaining undelivered on WED-
NESDAY, 30th December at Noon, will
be retained at Consignees' risk and expense,
and delivery must then be taken from the
Company's Godown. Storage charges will
be assessed on all Goods remaining
undelivered on 12th December at Noon.
To Fire Insurance whatever will be
payable to claims will be recognised after the
Goods have left the Steamer or Godown.
All unclaimed and damaged Cargo will be
forwarded into the Godown, where it will
be retained on 12th December at 10 A.M.
To Claims will be recognised if filed
on the 30th December, 1915.
S. DOLE,
Acting Agent.
Hongkong, Dec. 6, 1915. 1040

J. B. Almond	Miss Lambden
J. H. Barnes	Mr W. D. Lee
W. Budge	Capt. & Mrs. Lennox
and Mrs. T. S. B.	Mr. Turner
Chang	Mr K. O. Loo
J. H. Cook	Mr D. A. Macdonald
F. F. L. Cooks	Mr. S. M. Macdonald
F. F. Cooks	Mr V. Meyer
esters G. M. & J. F.	M. H. Murphy
Cooke	Mr & Mrs Newmark
A. Courtes	Mr R. C. Norris
E. E. Davison	Mr & G. S. Passmore
R. G. Deane	Mr B. S. Parsons
P. F. Duckworth	R. G. E. Richardson
W. T. Eason	Mr Robeson
C. O. Foo	Mr E. M. Sienan
C. Fritz	Mr G. G. Smith
Lee	Mr D. H. Soper
T. M. Gregory	Mr R. W. Stoughton
G. Gray	Mrs E. S. Sylvester
E. Grivas	Mr E. O. Taylor
T. G. Gao	M. H. Thornton
and Mrs Hammes	Mrs E. L. Tourtelot
and Mrs. J. H. H.	Mr. and Mrs. J. R.
J. H. Holm	Unwin
and Mrs. W. M. D.	Mr. H. H. Wachtell
Jackson	Mr and Mrs J. H. H.
J. Joseph	Witchell
and Mrs Kuhn	Mr S. Wong
D. Lambden	Mr A. Youngs

J. D. ANKER
O. R. Arnold
C. H. Booth
A. Cameron
A. R. Crow
W. C. Dazell
A. Dunsell
D. Dyar
L. E. George
and Mrs J. L. Harvey.
R. S. Haisel
F. G. Hamm

Mr E. James
Mr W. Lawrie
Mr James Morrow
Mr P. Phillip
Mr H. W. Ray
Mr O. V. Reynolds
Mr E. Ryan
Mr F. Smith
Mr F. S. Stanton
Mr H. F. Thorne
Mr Veon W. B. Van
Mrs H. Welsch

THE

CHINA MAIL

—

Washing Books,

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A, B, C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watan's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	WATER	WIND	WIND
NO. 1 DOCK, KOWLOON	299	100	10	10	10	10
NO. 2 DOCK, KOWLOON	211	100	10	10	10	10
NO. 3 DOCK, KOWLOON	211	100	10	10	10	10
NO. 4 DOCK, KOWLOON	211	100	10	10	10	10
NO. 5 DOCK, KOWLOON	211	100	10	10	10	10
NO. 6 DOCK, KOWLOON	211	100	10	10	10	10
NO. 7 DOCK, KOWLOON	211	100	10	10	10	10
NO. 8 DOCK, KOWLOON	211	100	10	10	10	10
NO. 9 DOCK, KOWLOON	211	100	10	10	10	10
NO. 10 DOCK, KOWLOON	211	100	10	10	10	10
NO. 11 DOCK, KOWLOON	211	100	10	10	10	10
NO. 12 DOCK, KOWLOON	211	100	10	10	10	10
NO. 13 DOCK, KOWLOON	211	100	10	10	10	10
NO. 14 DOCK, KOWLOON	211	100	10	10	10	10
NO. 15 DOCK, KOWLOON	211	100	10	10	10	10
NO. 16 DOCK, KOWLOON	211	100	10	10	10	10
NO. 17 DOCK, KOWLOON	211	100	10	10	10	10
NO. 18 DOCK, KOWLOON	211	100	10	10	10	10
NO. 19 DOCK, KOWLOON	211	100	10	10	10	10
NO. 20 DOCK, KOWLOON	211	100	10	10	10	10
NO. 21 DOCK, KOWLOON	211	100	10	10	10	10
NO. 22 DOCK, KOWLOON	211	100	10	10	10	10
NO. 23 DOCK, KOWLOON	211	100	10	10	10	10
NO. 24 DOCK, KOWLOON	211	100	10	10	10	10
NO. 25 DOCK, KOWLOON	211	100	10	10	10	10
NO. 26 DOCK, KOWLOON	211	100	10	10	10	10
NO. 27 DOCK, KOWLOON	211	100	10	10	10	10
NO. 28 DOCK, KOWLOON	211	100	10	10	10	10
NO. 29 DOCK, KOWLOON	211	100	10	10	10	10
NO. 30 DOCK, KOWLOON	211	100	10	10	10	10
NO. 31 DOCK, KOWLOON	211	100	10	10	10	10
NO. 32 DOCK, KOWLOON	211	100	10	10	10	10
NO. 33 DOCK, KOWLOON	211	100	10	10	10	10
NO. 34 DOCK, KOWLOON	211	100	10	10	10	10
NO. 35 DOCK, KOWLOON	211	100	10	10	10	10
NO. 36 DOCK, KOWLOON	211	100	10	10	10	10
NO. 37 DOCK, KOWLOON	211	100	10	10	10	10
NO. 38 DOCK, KOWLOON	211	100	10	10	10	10
NO. 39 DOCK, KOWLOON	211	100	10	10	10	10
NO. 40 DOCK, KOWLOON	211	100	10	10	10	10
NO. 41 DOCK, KOWLOON	211	100	10	10	10	10
NO. 42 DOCK, KOWLOON	211	100	10	10	10	10
NO. 43 DOCK, KOWLOON	211	100	10	10	10	10
NO. 44 DOCK, KOWLOON	211	100	10	10	10	10
NO. 45 DOCK, KOWLOON	211	100	10	10	10	10
NO. 46 DOCK, KOWLOON	211	100	10	10	10	10
NO. 47 DOCK, KOWLOON	211	100	10	10	10	10
NO. 48 DOCK, KOWLOON	211	100	10	10	10	10
NO. 49 DOCK, KOWLOON	211	100	10	10	10	10
NO. 50 DOCK, KOWLOON	211	100	10	10	10	10
NO. 51 DOCK, KOWLOON	211	100	10	10	10	10
NO. 52 DOCK, KOWLOON	211	100	10	10	10	10
NO. 53 DOCK, KOWLOON	211	100	10	10	10	10
NO. 54 DOCK, KOWLOON	211	100	10	10	10	10
NO. 55 DOCK, KOWLOON	211	100	10	10	10	10
NO. 56 DOCK, KOWLOON	211	100	10	10	10	10
NO. 57 DOCK, KOWLOON	211	100	10	10	10	10
NO. 58 DOCK, KOWLOON	211	100	10	10	10	10
NO. 59 DOCK, KOWLOON	211	100	10	10	10	10
NO. 60 DOCK, KOWLOON	211	100	10	10	10	10
NO. 61 DOCK, KOWLOON	211	100	10	10	10	10
NO. 62 DOCK, KOWLOON	211	100	10	10	10	10
NO. 63 DOCK, KOWLOON	211	100	10	10	10	10
NO. 64 DOCK, KOWLOON	211	100	10	10	10	10
NO. 65 DOCK, KOWLOON	211	100	10	10	10	10
NO. 66 DOCK, KOWLOON	211	100	10	10	10	10
NO. 67 DOCK, KOWLOON	211	100	10	10	10	10
NO. 68 DOCK, KOWLOON	211	100	10	10	10	10
NO. 69 DOCK, KOWLOON	211	100	10	10	10	10
NO. 70 DOCK, KOWLOON	211	100	10	10	10	10
NO. 71 DOCK, KOWLOON	211	100	10	10	10	10
NO. 72 DOCK, KOWLOON	211	100	10	10	10	10
NO. 73 DOCK, KOWLOON	211	100	10	10	10	10
NO. 74 DOCK, KOWLOON	211	100	10	10	10	10
NO. 75 DOCK, KOWLOON	211	100	10	10	10	10
NO. 76 DOCK, KOWLOON	211	100	10	10	10	10
NO. 77 DOCK, KOWLOON	211	100	10	10	10	10
NO. 78 DOCK, KOWLOON	211	100	10	10	10	10
NO. 79 DOCK, KOWLOON	211	100	10	10	10	10
NO. 80 DOCK, KOWLOON	211	100	10	10	10	10
NO. 81 DOCK, KOWLOON	211	100	10	10	10	10
NO. 82 DOCK, KOWLOON	211	100	10	10	10	10
NO. 83 DOCK, KOWLOON	211	100	10	10	10	10
NO. 84 DOCK, KOWLOON	211	100	10	10	10	10
NO. 85 DOCK, KOWLOON	211	100	10	10	10	10
NO. 86 DOCK, KOWLOON	211	100	10	10	10	10
NO. 87 DOCK, KOWLOON	211	100	10	10	10	10
NO. 88 DOCK, KOWLOON	211	100	10	10	10	10
NO. 89 DOCK, KOWLOON	211	100	10	10	10	10
NO. 90 DOCK, KOWLOON	211	100	10	10	10	10
NO. 91 DOCK, KOWLOON	211	100	10	10	10	10
NO. 92 DOCK, KOWLOON	211	100	10	10	10	10
NO. 93 DOCK, KOWLOON	211	100	10	10	10	10
NO. 94 DOCK, KOWLOON	211	100	10	10	10	10
NO. 95 DOCK, KOWLOON	211	100	10	10	10	10
NO. 96 DOCK, KOWLOON	211	100	10	10	10	10
NO. 97 DOCK, KOWLOON	211	100	10	10	10	10
NO. 98 DOCK, KOWLOON	211	100	10	10	10	10
NO. 99 DOCK, KOWLOON	211	100	10	10	10	10
NO. 100 DOCK, KOWLOON	211	100	10	10	10	10

Please Address Enquiries to the Chief Manager, 1407

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

To-day's Advertisements

PUBLIC AUCTION.

THE Undermentioned have received instructions to sell by Public Auction, on

TUESDAY,

the 14th December, 1915, commencing at 2.30 p.m., at their Sales Rooms, No. 2, Des Voeux Road, Corner of Los House Street.

A LARGE QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, BRASS FENDERS, FIRE GRASSES, CURTAIN RINGS, CARPETS, RUGS, &c.

As Follows:—
Three Upholstered Suites, Arm-chairs and Sofas, Card Table, Bedroom Furniture, Double and Single Brass-mounted Bedsteads, Sideboards and Chiffoniers by Powell, Ltd., Dinner Wagon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Crockery, Glass and E.P. Ware, 2 Cooking Stoves, Cutlery, Brass Fenders, Curtain Poles, etc., etc.

Four Pianos (in good condition) Electric Reading Lamps, One large & Fold Blackwood Screen and a quantity of Blackwood Furniture, 2 Rickshaws, Parabolators, etc.

(Full Particulars from Catalogue.)

Tenders—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Dec. 9, 1915.

NEARLY MAD WITH SKIN IRRITATION

On Back—Would Itch and Burn. Quite Ill From It. Nothing Eased. Used Cuticura—Now Well.

A man I worked with recommended Cuticura Soap and Ointment. They seemed to soothe it and I could sleep. I used four tubs of Cuticura Ointment and six cakes of Cuticura Soap and now my back is well. (Signed) Chas. V. Cherrill, July 7, 1914.

Sample Each Free by Post

With 25¢ Skin Book. Address postcard to: Newbury & Sons, 27, Charterhouse Sq., London, E.C. 3. Sold everywhere.

TO LET

TO LET.

OFFICES in Queen's Buildings.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, Dec. 8, 1915.

1049

HOUSES IN KOWLOON TO LET.

NOS. 1 and 7, Torres Building.

No. 5, Ormby Terrace.

Moderate rent. Ready for occupation.

Apply to—

YEE SANG-FAT & Co.

34, Queen's Road Central

Hongkong.

Hongkong, Dec. 7, 1915.

1044

TO LET.

NOS. 8, STEWART TERRACE, Peak.

1st May; unfurnished.

Apply to—

DEVISON, RAM & GIBBS.

Hongkong, Sept. 3, 1915.

211

TO LET.

THE KENNELS 168 Magazine Gap,

thoroughly renovated and repaired.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, Nov. 9, 1915.

961

TO LET.

A HOUSE in Knapford Terrace.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, Nov. 3, 1915.

TO LET.

NORMAN COTTAGE, No. 2 PEAK

ROAD, 4 Good Rooms, Immediate possession.

Apply to—

PERCY SMITH, SETH & FLEMING.

Hongkong, August 19, 1915.

704

TO LET.

11 and 13 GAGE STREET, From 1st

January, 1916.

Apply to—

J. VINCENT BRAGA.

Tyro Kien Kishia.

Hongkong, Nov. 15, 1915.

978

TO LET.

OFFICES in King's Buildings.

OFFICES in Des Voeux Road Central.

HOUSES in CLIFTON GARDENS.

NEW HOUSES in Regentwood Terrace.

HOUSES at the Peak.

No. 21, WONGNEICHONG ROAD.

No. 1, MORETON TERRACE, Cannon-

way Bay.

GODOWNS at Wanchai.

GODOWNS New Praya, Kennedy Town.

Nos. 1, 2 & 3 West End Terrace,

CANTON.

Apply to—

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, Nov. 3, 1915.

840

TO LET.

THREE-ROOMED FLATS in Ham-

phrys Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road,

with every modern convenience, including

English Baths and Kitchen Ranges, Hot

Water and Water Carriage System. A few

Flats specially designed to accommodate

three bachelors at reasonable rentals.

Immediate possession.

FOUR-ROOMED HOUSES in Gordon

Terrace and Salisbury Terrace, Kowloon.

WINDSOR LODGE, Kowloon, Six-

Roomed House with Tennis Court. Im-

mediate possession.

Apply to—

HUMPHREYS ESTATE & FINANCE